THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

Captain Trinter, was in the city yesterday.

The schooner Penokee has been sold to Mr. Hubbard of Toledo for $8,000. She is laid up at Sandusky.

Mr. Hamilton of the Globe works has gone to Ashtabula to look after the repair of the boiler of the steambarge V. Swain.

D. P. Rhodes & Co., are said to have contracted to carry 100,000 tons of ore from Escanaba to Ashtabula and Cleveland at 95 cents.

The greatest length of Lake Erie is 250 miles greatest breadth, 80 miles; mean depth 84 feet; elevation, 555 feet; area, 6,000 square miles.

The bed plate was yesterday placed in the new iron freight steamer at the Globe yard and the work of putting in the machinery has commenced.

The schooner Cheeny Ames has been sold through Messrs. Palmer & Benham to Mr. P. Myers of Chicago for $4500, which is a great bargain for Mr. Myers, considering the price she brought last winter.

While the inclination for building iron passenger steamers is uppermost in the minds of some of our lake men, it would be a good idea if it would settle on a speedy iron steamer to run between Cleveland and Kelleys Island. There is a paying business in the grape and wine trade.

There is considerable repair work going on at the present time all along the river, while at the Globe drydock the schooner Helena will get new poop deck, monkey rail and cap forward, new stem and figure head, new fore boom, about one hundred and fifty feet of new rail, new hatchcombings new de-gallant forecastle deck, and such other repairs as will be found necessary to put her in good condition for the opening. The schooner Pelican is getting a foremast and mainmast about one hundred feet long, thirty inches in the partners, with new trestle trees. Schooner Shawnee will have a new seventy-five foot mainmast. The Vienna is having considerable fitout reparing done.

MT. CLEMENS.

Special to the Marine Record.

Owing to the fine weather of last week, work on the new barge for the Tonawanda Barge Line has progressed very fast, being all planked inside and outside, and deck beams all on, also stanchions all up and deck ready to put on. The force being worked on this boat is about forty-five men, two-thirds of them being captains and engineers. If the weather keeps fair this boat will be finished about April 15th. She will perhaps be ready to launch as soon as the river is clear of ice.

They are building a large ice breaker at the foot of Market street, for a protection to the iron bridge that was built in 1882.

Captain Albert Tucker, who has been sick and confined to the house for the last three months, is recovering very fast now. G.L.

OGDENSBURG.

The men employed at the marine railway began working ten hours a day on Monday last.

Arthur Wood entered upon his duties as superintendent of the marine railway on Monday morning.

Captain Dave Lyon, of Brockville, has made a contract with the St. Lawrence marine railway company, here, to build him a new car scow.

BUFFALO.

Special to the Marine Record.

The steel arches, which are being put upon the propeller Wissahickon by the Union Drydock Company, in place of the old wooden ones, are a new venture in the art of shipbuilding, as well as a great improvement, as the new arches will not only be stronger, but they will weigh some 24 or 25 tons less than the old ones.

The new steel steamship Tioga is getting one of the American Ship Windlass Company's new style Providence steam capstan windlasses placed on board ready for putting in position.

J. E. McIntyre is having his steam pleasure yacht, Clara McIntyre, fitted up. She will go to New York and down on salt water when the fine weather comes. Captain David Welch will command her and T. Patterson, formerly of the propeller Clarion, will be engineer.

Smith & Davis have sold the schooner Groton to the Mason Lumber Company Detroit. Consideration $6,000.

Captain C. E. Benham, of the firm of Palmer & Benham, vessel agents, Cleveland, was in Buffalo last week, looking after some vessel business.

Edward Finn, who was formerly for many years an engineer on the lakes, died on the 26th of February, at his residence, 324 Carroll street, Buffalo, at the ripe old age of 79 years, after an illness of about four months.

Sutton Brothers, engine and boiler manufacturers, Le Couteulx street, are building an engine 14x16 and a steel boiler 5 feet diameter and 10 feet long for a new tug building by Rand & Burger, Manitowoc, Wis., for C. W. Endress, Sr., of Two Rivers.

R. Mills & Co., shipbuilders, have had the propeller Commodore in drydock for a new stern post and recalking, and the propeller Montana for new frames forward, floors and keelsons, outside planking on the bows and recalking.

Hingston & Woods, contractors, are building two new dump scows, of the carrying capacity of 250 yards and 125 yards each. They have also overhauled and put a new engine frame on their No. 8 dredge.

Captain Thomas Maytham sold the tug John L. Williams to Captain Byron Inman, of Port Huron, Consideration $10,000. Captain Inman will take her to Duluth for towing purposes. He has undoubtedly obtained a very fine boat, and we wish him success with her.

D. S. Austin & Co., shipchandlers, will furnish the outfit for the new three-masted schooner building at West Bay City by Captain James Davidson, of this city.

Howard Baker, ship chandler, will furnish the outfit for the new Union Line steel steamship Tioga. The wire rigging is being fitted in his loft, and the sails will be got on with without delay. He has also ordered for her two of Trotman's English patent anchors, weighing 2,900 and 3,400 pounds respectively.

O'Grady and Maher, will build for Captain Thomas Maytham a new tug 73 feet long, 16½ feet beam, 9 feet 3 inches deep. H. G. Trout, King Iron Works, will build the engine, 20x24, and M. Ritter the boiler, 7 feet diameter, 13 feet long, of ½-inch steel.

The barge Dan Rogers, owned by Connelly Brothers & Co., has had a new floor and some new beams. She will be converted into a three-and-after, and will get new main and mizzen masts.

Joseph Supple, yacht and boat builder, is building a new schooner yacht for David Eckley, of Buffalo, 38 feet long, 10½ feet beam, 8 feet depth of hold. Her cabin will be fitted up with hard wood and made very complete and comfortable, with all modern improvements. He is also building a fishing smack 20 feet long, 6 feet beam and 3 feet deep for J. Martin, of Olcott, Ont. He will put a new cabin on the steam yacht C. J. Hepburn. He is building six row boats for Captain D. Chidester, for use on Conneaut Lake, and will build about twenty more row boats, of various sizes, ready for the summer season.

Wm. Hingston & Son, yacht and boat builders, foot of Porter avenue, have just completed a Dobbins' ship's lifeboat, which will go to Washington to be tested by the navy, revenue marine, coast survey, and board of supervising inspectors of steam vessels. This boat is 24 feet long, 6½ feet beam, 2½ feet deep, is self-righting, self-bailing, and totally unsubmergable, so constructed that no ordinary staving or bilging will affect her floating or buoyant qualities. She will carry thirty persons with safety through any surf or sea. She is a beauty in model and very substantially built. They are also finishing a Dobbin's surf life boat, designed for exhibition at the World's Exposition at New Orleans, of a similar model to the ship's life boat, although not so deep in the hold and not quite so heavily built. These boats have proved themselves in actual service to be all that Captain Dobbins claims for them. It is quite a novelty to see a boat stove with a top maul or axe to exhibit to spectators. Such was the case at Buffalo last fall, when the captain opened the bottom of one of his boats belonging to the life saving station and showed the admiring crowd that she was as good a boat with a stoven bottom as she was with a whole bottom. The boats are undoubtedly totally unsubmergable, and can only be rendered unserviceable by being crushed. Every passenger steamer and government vessel should carry a number of these boats for the security of the passengers and crew, for it has come to be well known that the present open, so-called life boats are nothing more than so many death traps, as no open boat, whether bearing the name of lifeboat or not, is worthy of being called a life-boat, as all such are liable to swamp, fill, or sink, and suffering and death is sure to follow such mishaps. In conversation with Captain Dobbins, the projector of the Dobbins life boat, we found that he has spent some eight years in perfecting his lifeboat, and he is very sanguine of its success, and feels justly proud of the excellent qualities they have developed and the good record they have already made in the life saving service. Every lake station in the ninth district, of which Captain Dobbins is the superintendent, is now supplied with one of the Dobbins life boats. The Royal Life Boat Institution, of Great Britain, through their chief inspector, who is an officer of the royal navy, is in correspondence with Captain Dobbins, with a view to purchase one of the Dobbins life boats for service on the English coast. T. W.

DULUTH.

The Lake Superior News says J. T. Rose has arrived home from a trip of three weeks to Toronto, Ottawa, Montreal, and other eastern points. He reports business quiet in Canada, and in the larger manufacturing centers. He thinks it likely that the Collingwood line of steamers will run to Duluth next season.

TOLEDO.

Special to the Marine Record.

The Maumee & Ottawa River Steamboat Company, recently organized, has contracted with the Detroit Drydock Company for a steel hull, twin screw excursion steamer, to be delivered in Toledo June 1, 1885. The dimensions of the boat will be 30 feet outer guards by 110 feet long over all. She will be fitted with powerful machinery, steel boiler, 8x14, and twin engines, 18x18 each. The screws will be 5 feet 6, and the draught of the boat 4 feet 6, which is guaranteed, as is also her speed, which is to be not less than twelve miles per hour in river water, while fifteen miles per hour may safely be calculated upon in lake water. She will ply between Toledo and Bay Point, where the company is constructing a large hotel, which will also be completed about June 1.

A number of gentlemen from Toledo and Sandusky, interested in the fishing interest, are in consultation in this city this afternoon, looking to an amendment to the fishing law which shall place Sandusky and Maumee Bays among the list of those "excepted" in the operation of the law as it now exists, and that a proper distance from shore to shore for pound fishing may be specified.

GIBRALTAR.

Specialto the Marine Record

Following are the dimensions of a towbarge, the building of which I am superintending for MacLaren & Sprague, of Toledo: Length of keel, 165 feet; breadth of beam, 31 feet; depth of hold, 10 feet in the shoalest place; frames of 5-inch flitch, 10x14, twenty inches from center to center, and main keelson of two pieces, 14x14, fastened with two bolts of inch iron in every frame; five bilge strakes 5 inches thick, edge-bolted with ¾-inch iron; sealed up inside with 4-inch plank, outside planking 3-inch, turn of bilge 4 inch plank, bolted through and through with ¾-inch iron up to the rail. She is to have two masts. I am to sail her between Saginaw and Toledo, carrying lumber for MacLaren & Sprague.

Mr. Linn has a first-class shipyard here.

A. P.

TORONTO.

The Canadian Marine Engineers' Association, which met in Toronto, will petition the government to extend the provisions of the inspection act to tugs. It was also decided to agitate for the abolition of renewal fees and place second and third class engineers on the same footing as first-class engineers, masters, and mates. The attention of the department of marine and fisheries is to be called to the fact that certain vessels had during the past season violated the inspection act by running with only one certificated engineer, and requesting the department to issue instructions to inspectors to prohibit such vessels running during the coming season of navigation unless a full complement of engineers is on board.

OSWEGO.

The tug Redford has got her boiler and the connections will be made and the tug put in shape as rapidly as possible. The other tugs will have to get the moss off their bottoms when the Redford comes up this season.

Ackley & Kline's new steam yacht Oddfellow was started for this place from Chicago on Monday. It is said to be a fine craft and will be run principally for a ferry from Rice's to Connor's Point next season. It will also be used as an excursion and pleasure boat.

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MARITIME LAW.

STARK ET AL. VS. MUELLER ET. AL—SEAMAN'S WAGES—CONTRACT.

District Court, N. D. Illinois, December 8, 1884.

In admiralty.

Wm. L. Mitchell, for libelants.

Schuyler & Kremer, for respondents.

Blodgett, J. This is libel for wages. The libelants shipped as seamen on the schooner Ketchum, of which respondents were owners, on the twenty-sixth day of October, 1883, for a voyage from Milwaukee to Gill's pier, and from thence with a cargo of lumber to Chicago. The schooner arrived at the pier on the twenty-eighth day of October, and commenced loading, but, rough weather setting in, she hauled off from the dock, intending to ride out the storm at anchor. The storm, however, increased, and she was driven ashore on the morning of the thirty-first of October, where she afterward became a total wreck. Libelants, by their contracts, were to have $20 for the entire voyage, or round trip, from Milwaukee to Chicago. At the request of the captain of the schooner, after she had gone aground, the seamen remained at a boarding-house on shore until the underwriters sent a wrecking-tug, for the purpose of endeavoring to get her off, as the captain anticipated that their services might be wanted by the wrecking party, and they so remained in waiting at the captain's request. After the wrecking party arrived, which was about the third of November, attempts were made to get the vessel off, which proved unavailing, and it appearing from investigation that the bottom of the vessel was substantially gone, the libelants, under the direction of the wreckers, assisted in stripping her sails and other removable property from her, and when that was done they were furnished with transportation to Chicago or Milwaukee, whichever port they wished to return to, and, excepting a small amount, received no further or other compensation at the time of their dicharge.

The original libel claimed pay of the owners, of the schooners for the proportion of time they served before the wreck, and from the insurance company who had issued the policy on the schooner for the time they were employed in helping the wreckers. The insurance company, after the proof was taken in the case, paid the libelants for their time from the first day of November up to the time they were discharged, when the wreck was abandoned, together with the cost of this suit up to that time; and the only question now remaining is whether anything is due libelants from the owners of the schooner for services rendered up to the time she went ashore. The contract, as I have said, was a contract for the entire voyage, and the principle invoked by respondents is that it was a complete contract, and the court cannot divide it and give libelants any proportion of the amount they would have earned if the voyage had been consummated.

I had occasion to very fully examine this question in Thorson v. Peterson, 10 Biss. 530, S. C. 9 Fed. Rep. 517, and there held that in a round-trip contract by seamen nothing was earned if the voyage was broken up by peril of the sea, so that it could not be completed. This case was affirmed by his honor, Judge Drummond, and is reported in 11 Biss. 497, S. C. 14 Fed. Rep. 742; but in his report in this case the commissioner seems to be of the opinion that the learned circuit judge did not take the same view as I did, as to whether the seamen were entitled to part pay on an unperformed voyage. I have examined Judge Drummond's opinion very carefully. He does not criticise the conclusion of the district court in any particular, and I cannot see how he could have affirmed the decree of the district court without substantially agreeing with the law as applied by the district court in reference to this class of contracts.

In ordinary contracts for personal services, where the compensation is a round sum for a fixed time of employment, and the employe performs some part of his contract, works part of the time, so that the employer has the benefit of his labor so far as it goes, it is held that the employer may recover what the service performed was reasonably worth to the employer. But I do not think this rule applicable to a contract of this character, where the completion of the contract is prevented by a peril of the sea, and through no fault of the owner of the vessel. Here the employer risked his ship, the seamen risked their wages, for the purpose of accomplishing a given voyage. The ship encountered disaster and was lost. The voyage was broken up, and the seamen, though they have acted in entire good faith, and performed their duty as seamen up to the time the disaster intervened, cannot say they have performed their contracts so as to be entitled to their pay on any part of it. The court cannot say how long it would have taken to complete the voyage, nor how much of it was completed, nor that any benefit resulted to the owner of the vessel from their services.

The ground on which compensation is allowed for services, even where the contract is not fully performed, is that the employer has had the benefit of the work done by the employe, and should pay what it is reasonably worth to him. But this reason does not apply to a contract of this kind, where the employer has not profited by the work of the seamen. By the intervention of a cause beyond the control of either, the voyage has proved only a loss to the shipowner, and I can therefore, see no reason on which he should be compelled to pay for services on a contract which has not been completed and from which he has derived no profit. It the schooner had carried a cargo to Gill's pier, and thereby earned a freight on her outward voyage, it could then properly be said that the entire voyage was not broken up, and in such a case a court could undoubtedly award compensation to the seamen, even where their contract was for the entire voyage, out and return, on some just and equitable basis, such as the facts might require.

I therefore adhere to the rule of the district court, as stated in Thorson v. Peterson, that where seamen shipped for a voyage at a stated sum as compensation, and the voyage is broken up by disaster or peril of the sea, and no cargo is carried nor freight earned, no recovery can be had for the time services were rendered by the seamen. In other words, the court cannot override the contract and award compensation to the seamen upon the *quantum meruit*. The exceptions to the commissioner's report are therefore sustained, and the libel dismissed at the costs of libelant.

MASTER'S CARELESSNESS.

United States Circuit Court, Detroit.

Before a judge and a jury.

The iron hulled Canadian steamer Spartan, owned by the Richelieu and Ontario Navigation Company, and formerly plying between Hamilton and Montreal, was in the spring of 1883 leased to the Owen Sound Steamboat Company and commenced to run between Georgian Bay and Port Arthur. In June of the same year and while running under the latter contract the steamer was partially wrecked on Cariboo Island, in Lake Superior. The value of the Spartan was about $50,000, and insurance was had in the following companies: Thames and Mersey, $7,500; Continental, $10,000; Boston Marine, $10,000; Insurance Company of Pennsylvania, $2,500, and Union of Philadelphia, $10.000. Suit was brought against the Boston Company in the United States circuit court, and on February 18 was tried by a jury, other companies abiding the result in this case. The jury returned a verdict in favor of the insurance company. The defense fell back on the provisions of the policy which take exception to all losses caused by want of proper skill in navigation, unseaworthiness, or incompetence of the captain, and succeeded in convincing the jury that the captain was grossly negligent in running the vessel at a high rate of speed during a dense fog in uncertain waters.

A FIRE FEEDING DEVICE.

Special Correspondence Marine Record:

BIRDS POINT KY., February 28.

I am so tangled up with business that I hardly know where to look or what to do. Yet I ought to be contented for I am making money fast, I have just put a patent firing machine on my boilers, and the man that owns it, has made me a present of fifty dollars to say the patent is all right. It did very good work when we first put it on so I see no danger in indorsing it. The device is just this. We run a belt from the main shaft to an elevator, and the coal is thus conveyed to a spout, and the engine exhausts into this spout, and every revolution of the engine, forces a little coal into the top of the furnace. It is a great labor saving institution, and that is a big thing, for my fireman struck for higher wages, so instead of refusing them, or getting the mill to shut down why I induced the proprietor to buy this pattent firing machine, and discharged the fireman, and everything went ahead just same.

THE NATIONAL VICE PRESIDENT.

I got the RECORD all correct, with the notice of Mr. Ritter, and I tell you I feel mighty big over it, and showed it to the man that carries the mail between here and Cairo, I said Mr. Ritter will be ably assisted by Mr. Henry G. Payne, national vice president, which is true, for Mr. Payne, is a young man who is destined to make his mark in the world. Though young, he has been chief engineer in some of the best vessels on the lakes, and has earned an enviable reputation for earnestness, industry and sobriety.

AN ANSWER.

In the last issue of the RECORD, is a query from a gentleman signing himself "River Engineer" in which, after describing his engines, boilers, etc., he wants to know how much coal his boat should burn per hour. That question does not sound like a question asked by a river engineer, from this fact, that custom has made the question of dollars and cents the only medium by which a boat's fuel bill is determined. Now, in order to determine the amount of fuel the boat "River Engineer" is in charge of should burn let him tell us about how much he pays for coal. The gentleman gives a good description of a stern wheel boat, of about 135 tons burden, and judging from the consumption of fuel of a boat I was passenger on once that had 15 inch cylinders, 5 feet stroke, two boilers, 42 inch by 28 feet, forty-five flues, I'd say that in running up stream, twenty-four turns a minute she should consume about three hundred bushels of coal every twenty-four hours, and with a tow making fourteen turns a minute about ninty bushels less. Or in other words, the boat I referred to burned $30.00 worth of coal every twenty-four hours, costing 10 cents per bushel, and towing (for it was a tow boat) about $21 or $22 a day. This is merely a rough estimate as "River Engineer" will understand.

THE SECOND ENGINEER.

DEATH OF CAPT. WILLIAM PAVEY.

Captain William L. Pavey, U. S. N., formerly of this city, died at New Orleans on Sunday, of pneumonia. Captain Pavey was inspector for the government of the construction of the breakwater now building at Milwaukee details of which were printed in these columns on the 18th of December. He was threatened with pneumonia and went to New Orleans under hope of escaping the disease. Captain Pavey, as first officer of the steamship Nucas, during the rebellion commanded the last expedition up the St. John's river, Florida, by which the final dislodgment of the rebel forts and forces was procured. He lost an arm while on this expedition. His father, Captain Lester Pavey, commanded the Lexington man-of-war during the war of 1812. Captain Pavey resided in Oswego some time after the war. Since then he has been in government employ as inspector of several river and harbor improvements at the west. The deceased has relatives residing in the town of Oswego.

Subscribe for the MARINE RECORD

FINE POINTS FOR SAILING.

LOCKPORT, N. Y., March 2.

Editor of the Marine Record:

DEAR SIR:—I have read the article published in your issue of the 12th ult. In reply, I will say that I am willing to give any information consistent with prudence. I have but few parts of my ship as yet patented, and before I have them covered by patents, or practically at work, I do not wish to give them to the public. The series that you are so kind as to publish are all of them on correct principles, and are such that no man can prove them wrong. I give them in a detached form so that they can be truthful preliminaries to call the attention of Congress to the necessity of calling together a board of scientists to investigate the truth of the whole on a scientific standpoint. Several of my principles have been utilized by parties who have gained much in speed with them. I have an illustration of an ice boat now on my table, in the New York Graphic of the 11th ult., with one of my principles of sails on her. She is reported to have made the great speed of one and one-fourth miles in 53 seconds of time. But great as the speed was, as it is on the ice boat, it would not do as well on a vessel. It lacks many points different from what they have, to make it a practical sail for a vessel. This is one of the parts which I have had patented, and was the first rig that I put on the Future. The advantage of this kind of sail over an ordinary jib and fore sail is that both of these sails being in one plane of sail, meets no loss of wind in its passage over it. On the contrary, the jib, in the ordinary way of using it, not only spills its wind out of its leach, but at times of high winds reacts its wind upon the lee side of the fore sail with great force, and causes it to shake in such a manner as to destroy its efficiency. With the jib in the same plane this difficulty has been overcome. One other valuable point of advantage in this class of sail is that with its boom hanging not far from one-third of its length from its forward end, allows the sail to jibe with safety and to be easily controlled. It is one of the best of sails for small craft. It is not so well adapted for large vessels, as it causes the sails to be too large and to hold too much wind in a gale.

I have in my patent five claims, but the ice boat has only utilized two of them. One is the two masts for the sail to swing between, i.e., a mast on each side of the boat and opposite to each other; the other is the sheer boom on the foot, and the luff of the sail; it is all right as I have it. But auxiliary sails are what I have been seeking to combine in the best possible manner. I have two plans for them. One is for one suit of sails to change from one side to the other of the vessel. This plan worked to perfection. In beating to windward just before going about, slack up the guys on each sail and the wind instantly takes the sails to the leeward side of the vessel, then secure the guys and she is instantly about on the other tack. She can not help but do so. Then slack up her jib sheet to prevent her from luffing off too far, when she comes up near enough to the wind haul taut the jib sheet. I used on the Future ordinary fore and aft sails, in order to get firm stays to the masts. No other rig can work as quickly as this one did, and it is good on all courses. Before the wind you can wing out on opposite masts and run up a large square sail between the two masts. This sail needs no yards, as its corners at the lower are secured to the foot of the mast, and one tackle for each mast, with an eye on it to hook the tackle into, holds the upper corners. This rig is a good one for small vessels. But for large vessels, especially steamers, my plans for two suits of sails are far more adapted to meet all contingencies. My plan for a large vessel I will give in part from my patent for the rig of a large vessel.

First, in having two masts on each side of the vessel, or there may be two or more masts on each side of the vessel. Second, ways, or a strong, light truss, to firmly secure the two opposite mast heads together. I use two strong stays, or shrouds, to further support the masts. These stays are each firmly secured to the foot of the masts, and then each is secured to the opposite mast head, crossing each other. Also, I have fore and aft stays running over the mast heads and secured to them. At the forward end the stay comes down to the bowsprit end and is secured to the stem of the vessel. At

the aft end on the mast there is a permanent boom, placed at an angle, and high enough to allow the gaff and its rigging to pass under it. The fore-and-aft stay passes down to the vessel's stern and is firmly secured to it. These stationary booms are strongly stayed, from each of their ends to the opposite mast head and cross each other, and are protected the same as the masts. I speak above of two suits of sails, but running on a course of forty-five degrees, all her sails can be used, and do good work; in fact, the best of work. Beside the four side masts, I have a middle mast, so set that the weather jib, the weather foresail, the mainsail, and the lee spanker all come into one plane. With the weather and lee spankers set and lee foresail and jib down, you have a gale-of-wind-rig. But in an extreme gale drop your lee spanker. With a good sharp wind carry all of the seven sails. Before the wind in a severe gale carry the two spankers. Their masts are set just one-fourth of the length of the vessel from the stern. For a moderate gale, before the wind, set her square sail between her two masts, in addition to her two spankers; but for a sharp wind set her studding sails. Her studding sail boom works on a different principle than any other now in use. The boom of the sail is a made up one. On the under side there is a recess to receive the studding sail boom. The boom runs on rollers in this recess, and is hauled out or in with a tackle. The studding sail is bent on the leach tolt rope of the sail, to be winged out, and is hoisted with it fastened on its weather side with a guy, which, when the studding sail has been set, becomes its sheet. The large sail has both a fore and aft sheet to hold it steady. This gives, in this athwartship combination, five large sails, all in nearly the same plane, and a great one, and all are handled on deck and inside of her netting bulwarks. On the wind she carries seven lower sails. Also all of these are handled on deck. Remember that head motion is the only thing that will give safety to a ship and preserve and protect her sails. In running before the wind the larger the surface of the sail the better. But for a gale of wind the plane of sails should be composed of as many as practicable, and with strong bolt ropes, strongly cross-banded, to prevent the sails from splitting from the force of the packed wind in the sail. Sails auxiliary to steam will be of no use only in high winds, and will be of the greatest use at times when sailing vessels, as now formed and rigged, can not use their sails. I do not desire, at this time, to give the details of the principles involved in my safety ship. The most that I am willing to do is to relate her motions and what she has accomplished, both with sails and steam. First, and of the utmost importance, is the fact that she is always steady and never rolls; it is not possible for her to do so. There is one fact which all must see and which none can dispute, and that is that wind is a power; also, if it can be used, the harder it blows the greater the speed. It is also a fact which no one can dispute that vessels, as now formed, can only use the power of the wind up to a limited degree. The form of the safety ship is such that her sails can be used on any course with almost unlimited power of the wind. I can give many incidents, and substantiate them, but will give one which is most worthy of note. When I had received my patent for sails, which I have mentioned in this article, I was desirous of testing its principles, and built a small open boat on the principles of the Future, (which was on the stocks at the time) and put the patented sail on it. She was only fifteen feet long. One beautiful morning I took my wife with me to visit some friends at Hull, about ten miles out. The wind was ahead and I had availed myself of the ebb tide, and had reached Long Island Head at the turn of the tide. The wind changed with the tide, to northwest, and was a "howler." At the time there were a great number of sails in sight, especially small yachts. But when the wind struck them they all came down on the run, and we were alone in our glory. On account of my wife I would have run under the lee of Long Island, but it was low tide and the rock shallows run out a long distance, and I could not get my iron centerboard up, and there was no alternative. I must beat up to Boston. I assured my wife that the only danger was that some of the rigging might give way, then we could come to anchor and ride safely. I had a large sail, and there was no means of reducing it. But the stability of the boat was so great that I knew there was no danger in that respect. The tide running rapidly in, and the wind blowing out, raised a rough "chop" for such a small boat to be in, but her buoyancy was so great and so equally balanced that I had no fears from the chop. We got up, and met nothing on the way. But we passed one of the Irish fishing boats, a schooner which had been dismasted in the blow. These Irish fishing boats are the most reliable boats in Boston harbor, and in fact, anywhere. (I had made a practice, with my principle of vessel, of being out in all high winds, and would often fall in with one of these boats, and no other kind would be out.) This blow only lasted about three-fourths of an hour, but in that time I beat from Long Island Head to inside of Fort Independence, a distance of about three miles. The channel, at low tide, is quite narrow, and in the passage of the small boat up it was almost a continuous go about, no miss stay, no slacking sheet. The sail worked on a traveler. I defy any man to show when any boat of the size of this miniature ship ever made a passage of this kind, and in such a time. She was steady, and did not roll or pitch, but the way she knocked the chop out of her way could not have been done by any other boat of her size.

One more instance of steadiness, and I have done for this time. This will be a repetition of one of my other contributions. I give it, as it was the only opportunity I had, in the three years which I had run the Future, to compare her movements in a gale of wind with anything approaching near her size. At the time we had run into Hull and come to anchor under the lee of the high lands, with two anchors down, and had dragged off and made up our minds to run to Boston. At the wharf at Hull lay one of the best schooner yachts of Boston. They were about one-half from us toward Boston when we began to make ready to sail by hoisting our sails. They started, and ran out through the "gut." We were detained a short time in getting loose from some lobster pots our anchors had hooked to. When we got away they were near a mile from us and had reached the tumbling, northeast-rolling waves of the Atlantic. The passage up was directly in the troughs of the waves. It seemed like no time before we overtook and passed them. They had up close-reefed mainsail and bonnet off the jib. We had three of our six sails up (the weather ones) at the time we passed them. They seemed to us to be at a standstill, and rolled so badly as to be literally under water. As soon as we passed them they put before the wind and ran up under the lee of the islands, which lap by each other. We held a straight course for Boston, and made the run, by my time, in 32 minutes, but a gentleman who was on board with me made the time to be 35 minutes. The schooner passed our wharf in East Boston one hour and five minutes after we had got in. The schooner could not have crossed Broad Sound channel nor rounded Long Island Head. We were as buoyant and light as a cork, and steady, and dry on deck. The schooner, as near as we could judge, was over twice of our length. We made many such runs alone. Steadiness, buoyancy and stability gave us our advantage. More anon.

Yours truly, and respects to Mr. Fairchild.

JOSEPH W. NORCROSS.

MORE LIGHT.

Secretary McCullough, in commenting on the report of the lighthouse board last fall, said the country is to be congratulated on the high stand taken by our lighthouse establishment among those of other countries, as shown by medals and diplomas awarded the board at various international exhibitions. The system embraces 772 stations, 67 steam fog signals and 1,049 movable river lights. When we look at the map of the United States and follow the coast line on both the Atlantic and Pacific oceans, together with the great inland lakes and also the large navigable rivers that empty into both oceans and the Gulf of Mexico, the number of lights and fog signals appears to be very small in proportion, and we know that there are today many places where lighthouses are very much needed, but owing to some cause or other, have never been erected. The reason why is probably first a plea of economy; second, neglect of the lighthouse board to recommend the building of these lights, even after petitions have been circulated and signed by the citizens in the different localities where the lights are most needed.

A bill was introduced in Congress some years ago, by a member from the interior of the State of Tennessee, to abolish the whole lighthouse system all over the United States in order to promote a rigid economy in governmental affairs. This bill was promptly squashed in the House by a gentleman from the city of New York, well known as the sailor's friend, and who knew the value of a lighthouse better than his "learned friend" from Tennessee, and who also, in very scathing and sarcastic language, caused this prince of economy to make no further attempt to immortalize his name on the pages of his country's history, by introducing such a nonsensical bill as the one referred to. But, nevertheless, it seems as if some of the ideas of this very "intelligent" member from Tennessee have crept into our lighthouse department, which the abolishment of several lighthouses only a couple of years ago plainly showed, beside several other lights intended to be discontinued, but were prevented by the board of trade and citizens of the different localities where the lights were located. We have plenty of room for more lights, and let us have them.—*S—s in Ogdensburg News.*

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Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*1 10 A M	*1 25 A M
No 8, N Y, B & A Express	*6 35 A M	*7 00 A M
No 26, Elyria Accommodation	†8 05 A M	.....
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	*1 55 P M	*2 25 P M
No 14, Special N Y & Bos Expres	.....	5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*11 55 A M	*12 05 A M
No 23, Mich Express via Sandusky	*2 15 A M	*2 35 A M
No 3, Chicago Express via "	§6 05 A M	6 30 A M
No 25, Mich Accom Norwalk	.....	†6 10 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†8 20 P M
No 5, St Louis Ex via Sandusky	†12 05 P M	12 50 P M
No 9, Chi Pac Fx via Norwalk	*6 10 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

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Following is the time in effect Oct. 6, 1884, and until further notice:

GOING EAST.	LV.	AR	GOING WEST.
			P. M.
.....	A. M. 7 50	Chicago	7 50 .....
.....	9 45	Valparaiso	5 42 .....
.....	P. M. 1 50	Fort Wayne	1 50 .....
.....	2 05	New Haven	1 35 .....
			A. M.
.....	3 56	Leipsic	11 30 .....
.....	4 49	Arcadia	10 34 .....
A. M.			P. M.
6 50	5 00	Fostoria	10 22 8 50
7 35	5 45	Green Springs	9 44 8 05
8 15	6 20	Bellevue	9 10 7 35
10 49	9 02	AR. Cleveland Lv.	6 45 5 01
P. M.			
12 05	.....	Painesville	..... 3 44
12 58	.....	Ashtabula	..... 2 51
1 42	.....	Conneaut	..... 2 29
2 41	.....	Erie	..... 1 23
			A. M.
4 19	.....	Dunkirk	..... 11 24
			A. M.
5 55	.....	AR. Buffalo Lv.	..... 9 50

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address B. F. HORNER, Gen'l Passenger Agent,

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Commencing Sunday, November 23, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart.
No. 3, Columbus, Cincinnati & Ind Ex	9:00 A M
No. 23, Galion & Wheeling Express	6:50 A M
No. 9, Col., Cin., Ind & St. Louis Ex	*6:50 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*12 25 P M
No. 27, Galion & C.L & W. Acc	3:30 P M
No. 29, Massillon & Ulrichsville Ex	4.30 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	*6:40 A M
No. 20, Uhrichsville & Massillon Ex	8:55 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St. Louis, Ind.. Cin. & Col. Ex	*4:45 P M
No. 22, Galion Acc	9:20 A M
No. 26, Wheeling Accom	4:15 P M
No. 4, Col., Cin. & N. Y. Express	1:45 A M

Trains marked * daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.

A. J. SMITH, General Passenger Agt., CLEVELAND, OHIO.

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

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Articles, letters and queries on all subjects are solicited.

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CLEVELAND, OHIO, THURSDAY, MARCH 5.

THE NEED OF A PERFECT SYSTEM OF FOG SIGNALS.

The result of the trial of the Alberta-Osborne collision case before Judge Brown, at Detroit, last week, is a strong argument in favor of the adoption of a perfect system of international fog signals; signals whereby one boat may know another, the position and what each is going to do, in the dark as well as in the light; one that it will be impossible to misconstrue, and upon which all sailing masters can rely with entire confidence. As the law now stands, our boats are absolutely without protection in a fog, and masters, knowing this to be the case, are at a loss to decide on the right thing to do when a vessel is approaching. They are constrained, by the provisions of present laws on this subject, from making any decided movement whatever, and must necessarily watch and pray, hoping that the destruction coming down upon them will prove less staunch than their own boat and not so well able to stand the shock. Such, we say, is the thought that runs through the minds of the masters who are navigating in a fog. It must, then, be acknowledged that a uniform code of fog signals in a necessity and should be acted upon by all maritime nations. On this important question the Maritime Register says: "The importance of protecting the highways of the world by such means is admitted. These may be considered as facts so well known as hardly to need pointing out. The measures, however, for carrying out this system of protecting life and property at sea are unfortunately of the most primitive kind, wholly unsuited to the changes in navigation, and these are facts not so commonly known. It has become necessary, in order to secure greater safety at sea, that a simple code of fog signals shall be introduced which shall indicate more than the mere vicinity of a vessel, and which shall be a universal code of signals for all nations, as well within their own boundaries as upon the common highway. There are several inventions of improved fog signals now before the public. Whether any of these will accomplish the object sought—to indicate fully and quickly not only the position, but also the course of a vessel—has not yet been fully proved. Critics point out faults in the codes and no nation has adopted them. The probability of the introduction of any one of these systems is not at present great, and, as far as indications show, the old bungling system will continue indefinitely. But this policy of inaction must be set aside. The demands of modern commerce are for a better system of fog signals, and it is the duty of the several maritime powers to try and give this improvement.

The idea of an international conference emanated from the United States, and it is but right that this country should invite other maritime countries to join in the movement. Our inland navigation interests are large and must be immensely benefitted by any system that will give increased measures of safety, and by consequence are equally interested with our coasting and ocean shipping in this movement. It becomes the duty, therefore, of all these interests to unite and petition the government to take action in the matter. A conference for this purpose, composed of practical men from all maritime nations, would certainly devise some code of fog signalling much better than that now in use. If it did not accomplish all that is desired, it would at least pave the way for further improvements, a course which is impossible by desultory and disconnected attempts to introduce new codes.

RIVERS AND HARBORS.

Up to this writing we entertained the hope that we would have the pleasure of printing the fact that the appropriation bill for harbors and rivers had been passed, even in a lump sum as amended by the Senate, placing at the disposal of the Secretary of the Treasury, Republican or Democrat, the sum of ten million dollars, but that hope now assumes the intangible form of a phantom, the last hours of the present Congress having been wasted in personal wrangle for political purposes. Much credit is due Senator Coke, who was in the committee room for a quarter of an hour to urge that the lump sum named and passed by the house of $5,000,000 be increased to $10,000,000 and whose arguments have been crowned with success. The proposition as it came from the House gave the Secretary of War no latitude in distributing the amount appropriated, therefore the bill as it will come from the committee will appear to show partiality in a number of instances. The rate of allowances on the basis of last year's bill is a little over 35 per cent. From a communication sent Senator McMillan by the Secretary of War, it appears that there now lies in the vaults of the Treasury credited to appropriation for the river and harbor improvements $9,354,210. Against this there are some contracts, to what amount is not definitely known by the government engineers. There will possibly be money enough to continue the pending work without peril to its quality and value for further improvements. We are of the opinion that in the future, when measures fraught with the importance and as necessary to the prosperity of the country as that of the river and harbor appropriation bill, they should not be left to tag at the end of a dying session; that the influence of lobbyists on special measures should not be permitted to crowd necessary measures, for the good of the whole country, to the wall.

When F. I. Van Wagenen, who died at Fulton recently, moved to that vicinity, he built a log house six miles from there in a dense wood. He was the successful bidder among two hundred for the lowering of the bottom of the Mississippi river. The government was pleased with his work, and he was afterwards offered a large contract for removing the rock from Hell Gate. He did much work on the enlargment of the Oswego canal, built several dams, and eighteen years ago kept the Erie canal in repair from Frankfort to Higginsville. In 1864, when the high dam near Oswego was carried away by high water, the citizens of Oswego petitioned that he be put in charge of the work. Among his last contracts was a large job in the building of the Oswego Falls factories. He was widely known for his benevolent acts.—*Ogdensburg News*.

It is generally thought at Buffalo that vessel business will improve somewhat the coming season. There are plenty of products to be carried and if the railroads will only cease warring, freights will be sure to go up.

The House bill providing for the adoption by all American ships at sea, of the international regulations for preventing collisions, was passed by the Senate on the 3d inst.

The proposed canal treaty between the United States and Nicaragua was unanimously passed by the Nicaraguan Senate last Saturday.

CODE OF ENGINE SIGNALS.

CHICAGO, March 2.

To the Editor of the Marine Record.

DEAR SIR:—I see in the RECORD of the 12th ult. an article written by John Hilton. I fully agree with him when he says we ought to have a uniform code for steamboats, for men are so often changed that it has become an absolute necessity on steamboats to have a uniform system of giving signals to the engineers. The officers of all steamers should understand those signals alike. I do not fully agree with Mr. Hilton in the giving of the bells. The following is the code I use, which I think is the best, plainest and surest:

One bell—go ahead.
Two bells—back.
Three bells—check.
Four bells—go stronger.
Long whistle, or jingle—Full steam, or wide open, as engineers term it.
One bell—stop.

This is the simplest way and the easiest to understand. It is my choice and I think the most practical way.

And another thing, why should a steamboat have a different way to steer or to turn her wheel than a sailing vessel? I think that is all wrong, for all vessels should have their wheels turn alike, to prevent accidents in close quarters. If a sailor ships on a propeller he is very apt to make a mistake and turn the wheel the wrong way, thereby causing accident. I have seen such a thing done. I have a steamboat and am working the above mentioned signals, and stearing the same way as a schooner, and I find it the right way to have it, and it works all right.

Please find room in your valuable paper for these lines.

Respectfully yours,

A STEAMBOATMAN AND SUBSCRIBER.

It would appear that the board of supervising inspectors of steamboats are in accord with Subscriber on this subject, as the following circular from the Treasury Department has just been received, and which we print in full, for the instruction of all concerned:

CODE OF ENGINE SIGNALS FOT THE EIGHTH AND NINTH SUPERVISING INSPECTION DISTRICTS.

TREASURY DEPARTMENT, OFFICE SUPERVISING INSPECTOR-GEN'L STEAM VESSELS, WASHINGTON, D. C., Feb. 20, 1885.

The attention of masters, pilots and engineers is directed to the code of signals adopted by the board of supervising inspectors of steam vessels, and approved by the Secretary of the Treasury, February 18, 1885, for use on steam vessels navigating the folling named waters:

Eighth district—All the waters of the lakes north and west of Lake Erie, with their tributaries, and the upper portion of the Illinois river down to and including Peoria, Ill.

Ninth district—All the waters of Lakes Erie, Ontario, and Champlain, with the river St. Lawrence and their tributaries.

Under the provisions of section 4,405, Revised Statutes of the United States, the rule or code of signals published below have all the force of law, and a violation thereof would subject the party offending to the penalties provided in sections 4,499 and 4,500 of the Revised Statutes of the United States. It is advised that a copy of this circular be kept posted in the engine room and pilot house of each steamer navigating the waters to which the rule applies. Copies will be supplied by the inspectors of the local districts, namely, at Detroit, Mich.; Chicago, Ill.; Milwaukee, Wis.; Port Huron, Grand Haven, and Marquette, Mich.; Buffalo, N. Y.; Cleveland, Ohio; Oswego, N. Y., and Burlington, Vt.

JAS. A. DUMONT,
Supervising Inspector-General.

CODE OF SIGNALS.

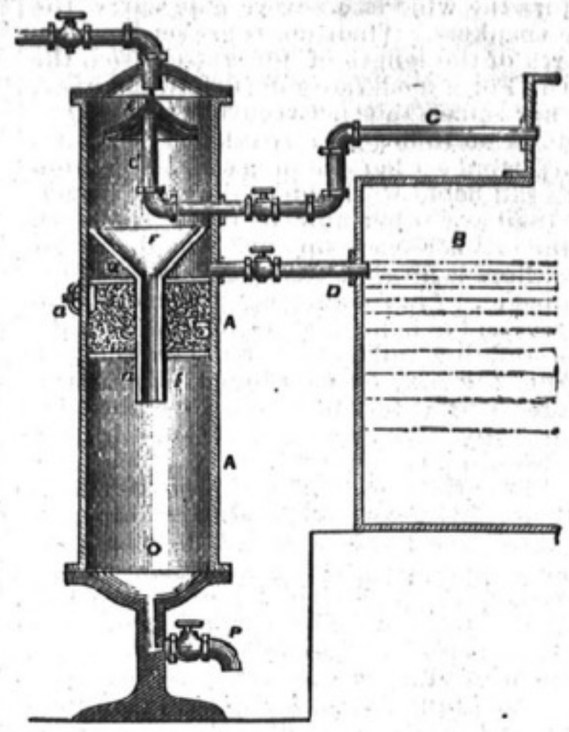
One whistle or bell—Go ahead.
One whistle or bell—Stop.
Two whistles or bells—Back.
Three whistles or bells—Check.
One long whistle or four bells—Strong.
One long whistle or four bells—All right.
Two whistles or two bells, when the engine is working ahead, will always be a signal to stop and back strong.

In the RECORD of January 24, we advocated the adoption of a uniform code of signals, giving good reasons why it should be done, and we are glad to see that it has had the effect to bring about this necessary reform, and as the rules printed above have all the force of law, it is to be hoped that the provisions will be implicitly followed between all masters and engineers.

The work on the tug Barrons on Mitchell & Gallagher's drydock is progressing rapidly.

FEED WATER PURIFIER.

The fact that lime and metallic substances or impurities which enter into boilers, with the feed water, forming a coating or scale around the tubes and on the shell are a prolific cause of explosion or shorten the life of boilers, waste the fuel and reduce the steam making capacity, and the unsatisfactory results obtained from the many so called boiler compounds has led Messrs. Meade & Thomson to invent the feed water purifier, represented in the illustration below. Many efforts have been made by engineers to combat this trouble with more or less success, but we can say that this attachment has accomplished all that can be desired and is destined to come into very general demand by steam users. Its action is positive, boil-



ing and filtering the water, separating all minerals and impurities and settling the deposit before it passes into the boiler, the water moving in spray through a chamber filled with live steam, where it acquires the temperature of that in the boiler. In many of the heaters now on the market no provision is made for removing the sediment, and after a few months use they become heavily coated with mineral impurities which fill up the space between the tubes and render the heater useless as it can not purify itself. The purifier here represented has no tubes to foul and can purify itself at any time without trouble or delay Several of these purifiers have been placed on boilers in this city and the satisfaction they give is attested to by the firms using them. Messrs. Meade & Thomson are now making one for Cleveland Iron Mining Company, which will be shipped to their works on Lake Superior. As soon as the stock is all taken the manufacture will be entered into on a larger scale.

SUPERVISING INSPECTORS.

To the Editor of the Marine Record:

In a recent number of the Marine Journal is a lengthy editorial on the possibility of the incoming administration, wherein the editor pictures the evils attending the removal of the officers of the inspection and revenue service. The leader carries with it the gem of sincerity, which is easily accounted for when it is remembered that one of the editors of the Marine Journal, Mr. George L. Norton, is at present supervising inspector. Hence, it is to his interest to prevent any change in the inspectors. However, the statement advanced that the present officers of the inspection service are more fitted, because of their years in the offices, than any other, to fill them, is very lame and lacks the element of truth, as well as being a glaring and public repudiation of the work of these same inspectors. It goes without saying, that no man should receive a license as a first-class engineer who is not fully capable to inspect the boilers he is licensed to operate. Nor should any man receive a license as first-class master, pilot, or engineer, who does not possess the necessary talents to fill the office of supervising inspector, let alone the local board. We do not wish to shape the course for the new president, much less remove good men from office, merely from political motives, but we do say that there are engineers, pilots, mates and masters sailing the lakes, rivers and ocean, just as capable in every respect to fulfill the duties of the revenue inspection service, and the commissioner of navigation, as the present incumbents, and if Mr. Cleveland makes a clean sweep of the whole string the service will go on just as well as ever. ENGINEER.

[Continued from 1st Page]

DETROIT.

Special to the Marine Record.

March 3.—An open spell has set in at last and the Detroit river become navigable a distance of three miles, from Walkerville, otherwise Belle Isle, down as far as First street, but no farther at this writing, with the ice much weakened. The railway steamer Landsdowne has forced a passage as far down as Fighting Island, and is constantly engaged in opening up the channel between the upper and lower slips. Between Detroit and Windsor all is clear as in mid-summer. Should the weather continue as at present for a few days longer there will be a clear opening to Malden, beyond a doubt, and the route commenced to that port for the season of 1885. The crossing by footmen has come to an end, and fortunately with the loss of but two lives. These unfortunates were on their return from the Saginaw lumber region, where they had been employed during the winter, and were returning to their homes in Canada. With their luggage in their hands they ventured the crossing from Springwells, and when some distance from shore one of them was seen to go through and his comrade attempting his rescue, but failed and disappeared also. Parties who were eye-witnesses to the sad affair visited the spot, but too late. All was over with. Their names are a mystery for the present.

During the ice movement the scow Pacific was forced from her moorings for some distance, but was fortunately rescued unharmed. The steamer Idlewild, which had been previously carried out from the dock, was rescued and again moored, without damage, at the foot of Second street.

The item in my last communication, of the reconstruction of the tug W. A. Moore, places the figures at $300, whereas it should have been $3,000; just a cipher short.

A meeting is to be held in this city to-night to complete the organization of the Lake Pilots' Aid Association, and a good attendance, it is expected, will be on hand.

The association here known as bethel workers are desirous of purchasing the steamer Saginaw and fitting her out as a floating bethel and sailors' indigent home, and serve as an excursion boat during the summer season at prices that will meet the wants of all classes. It is stated she can be purchased for $6,000 and placed in running order for $1,000 more. The price appears ridiculous on the face of it, as it is presumable her engine could not be had at those figures. The sum of $600, it is alleged, has been raised already toward the undertaking, and there is a good show for the balance to be raised.

The schooner Owasco was purchased yesterday by E. T. Hance, Esq., of this city, and the price paid is stated to be $5,000. She will be sailed by Captain Wm. A. Jones, who, with her owner, are both residents of this city.

There is little or nothing to be stated in the way of ship repairing beyond what usually transpires at this time of the spring. The Detroit Drydock Company were yesterday having their docks cleared of ice to take in two of the Detroit and Windsor ferry boats, damaged recently by ice. At the upper ferry crossing the steamer Ariel on Saturday was injured by ice and taken to the dock for the necessary repairs.

The route between Detroit and Chatham, for a season or two past, has been without a steamer suitable for the traveling public, and notably so since the departure of the steamer J. W. Steinhoff, which now plies on Georgian Bay. It is true, however, there are one or more medium sized propellers running there, yet they are inadequate for excursion parties, and for such a purpose it requires a steamer of good speed with accommodations for not less than 600. Parties interested in the movement, it is stated, have, or are about purchasing the Southern Belle, at Toronto. It is claimed she is one of Lake Ontario's fastest boats, of 328 tons burden and built of iron in 1861. It is claimed that in time of the rebellion she was a blockade runner, but on this point there is some dispute.

Yesterday and to-day may be said to have been the two first basking days of the season, and along the dock there was ample evidence of the fact. Leaning against piles and other barriers there were not only sailors, but nearly all classes of the community, enjoying Old Sol's rays, while sail lofts, and brokers' offices were as vacant as on a Sabbath day.

Duncan McPherson, a sailor man, formerly of Detroit, is somewhere, missing since last season, and it would be humane in any person to give an account of his whereabout, dead or alive. His family, whom he left here last summer, are in deep distress from his long absence, and know nothing of him, meanwhile, beyond a vague rumor, that he had been run over by cars at Chicago, which is hinged with considerable doubt. The wide circulation of the RECORD should reach this man's fate or whereabout at some point.

There will be still farther changes among lake craft, beyond what I have already furnished you, which, from now until the opening, will gradually develop. The propeller Oconto, it is stated, is for the present without a route, and possibly may be sold. This information I got yesterday from Captain McGregor, her late master, who, for the time being, is without a billett.

Visitors from the west shore of Lake Huron report ice in greater abundance and thickness than has been known for the past forty-two years. From Tawas across Saginaw Bay to Port Austin, and as far as the eye can reach no water is visible.

An important case will come before the United States District Court in this city tomorrow, that of the tugs Balize and H. C. Coulton. The latter sunk early last season at the head of Detroit river.

P. J. Ralph & Co.'s line of vessels the coming season is as follows: Propeller S. J. Macy, Captain M. W. Gotham; schooner John Burt, Captain Jas. E. Gotham; schooner Ishpeming, Captain Geo. M. Dennis.

Parker & Mellen's line of vessels are: Propeller Annie Smith, Captain J. T. Hutton; schooner Mears, Captain E. Lohr; schooner J. C. King, Captain T. Lemay.

S. B. Grummond, owner of the tug Winslow, is plaintiff in a case which has been tried in the United States district court for limitation of liability. On the 7th of December, 1881, the Winslow was towing the schooners Cossack and H. P. Baldwin from Lake Huron to the port of Cleveland, and while entering the harbor of the latter place the hawser parted, causing both schooners to run aground. The damage was considerable, and the owners of the schooners sought to fasten the responsibility on the tug, bringing a claim for libel. J. W. H.

KINGSTON.

The News says Sheriff Furguson made a visit to Gananoque on Wednesday of last week, accompanied by T. Robinson of this city. The object of the visit was said to be for the purpose of seizing the steamer Rothesay, now lying at that village.

The propeller Alma Munroe which was offered for sale at St. Thomas last week was not sold. Only $16,000, was bid for her.

The schooner St. Louis has been chartered to bring timber from Leamington to Collinsby.

Another steamer will be added to the line with the Rothesay and Prince Arthur the coming season.

Captain John Goehagan will command the Glenora next season. Last year he was master of the John Gaskin, but next summer he will have a much larger vessel.

Mr. Powers was asked this morning if he could pull out the propeller Haskell, which was disabled on her last trip to Ogdensburg last season, but was compelled to answer in the negative, the ways in his yard not being large enough. The steamer is now lying at that place. If larger ways were erected in Kingston considerable reparing might be done here.

A committee consisting of Captain Neelon, M. P., Captain Muir, Port Dalhousie; J. Haggerty, Toronto; Captain Fairgrave, Hamilton; J. Marks, Port Arthur; Captain Hall, Toronto; R. Cameron, Collingwood; Captain Carter, H. Folger, and C. F. Gildersleeve have gone to Ottawa to interview the government regarding the contemplated abolition of the fog signals.

Captain Augustus is circulating a petition for signatures which asks the government to pass the bill that requires the claims for repairs and supplies on a vessel to be paid before a mortgage.

MILWAUKEE.

The ice blockade on the west shore has been raised by the heavy northwest winds, which set in on Saturday afternoon. The propeller Depere, the first boat to make this port for two weeks, arrived here at 6 o'clock, Sunday morning. On Saturday morning the Depere made a futile attempt to get through the ice off Chicago, and returned to the harbor. After the wind had shifted she left the harbor at four o'clock in the afternoon, and was four hours in forcing a channel through about six miles of ice. Outside of the Chicago crib the ice had been somewhat loosened by the wind, but it was not until off Waukegon, Sunday morning, that clear water was found. On account of the ice in the vicinity of Racine harbor, she did not attempt to make that port, but through the openings made by the wind in the ice she succeeded in reaching this port after being out fourteen hours. Her cargo of freight, which had been on board for nearly two weeks at Chicago, was mostly consigned to Milwaukee, and she loaded a cargo of freight for ports north of here. She then went to a coal dock to take on additional fuel for use in case of emergency, and expected to get away during the night for Sheboygan, Manitowoc and Sturgeon Bay. The ice field off this port was driven lakeward by the west wind, and it is estimated that there were ten miles of clear water off the west shore, so that the Depere is likely to reach Sturgeon Bay.

The heavy northwest wind is not regarded as very favorable for the boats in the ice off the east shore; on the contrary, it piles the ice up worse than before, and more securely blockades the east shore ports, but nevertheless the steamboat agents here claim that it is the most favorable indication for the release of the boats which has been seen for two weeks. They say that during the past two weeks the lake has been regarded as frozen over from shore to shore. The westerly wind, in piling up the ice, gives perhaps ten miles of clear water, so that the ice field would have space to move into, should a heavy easterly wind set in, and the ice leaving the east shore, would, in all probability, free the five propellers now detained. The agents are more hopeful, however, and claim that should the desired easterly winds not be had, continued mild weather with rain would break up the ice fields, as captain Stines, of the Depere, says the ice has become very much honey-combed during the recent mild weather.

The rates in Milwaukee have been about the same as in Chicago, 4½c on wheat and flaxseed and 4c on corn to Buffalo. The following vessels are loaded here:

	Bushels
Schooner Northwest, wheat	63,690
Schooner Moonlight, wheat	50,000
Schooner David Vance, wheat	47,000
Schooner H. M. Scove, wheat	21,000
Schooner Alta, wheat	60,000
Schooner San Diego, wheat	53,000
Schooner Marengo, wheat	40,000
Schooner Josephine Page, wheat	41,000
Schooner Itasca, wheat	22,000
Schooner Pathfinder, wheat	40,000
Schooner Sweetheart, wheat	38,000
Schooner F. A. Georger, wheat	52,000
Schooner C. B. Jones, wheat	47 000
Schooner R. B. Hayes, wheat	47,000

Agents are now busy arranging for vessels to load, and several new charters are on the tapis.

The six men who last week accompanied George Sheldon across the ice to the propeller Michigan, with supplies for the ice-bound steamer, returned to West Casco on Friday, having remained aboard the Michigan all day Thursday, Captain Prindiville deeming it advisable for them not to attempt to return on account of a prevailing fog. On leaving the boat on Friday they found it necessary to use a boat for a short distance. The Michigan has taken advantage of the free strip of water, and has advanced north, to off Saugatuck.

The City of Ludington, seventeen days out, was, at last advices, twenty miles off Big Point au Sauble, and the propeller Wisconsin, twenty days out, a mile off the Grand Haven piers.

Agent Whitney, of the Flint & Pere Marquette Company, feels confident that with an easterly wind the propellers F. & P. M. No. 2 and Jay Gould will get out of Ludington, and be successful in making their way through whatever ice may be encountered.

The schooner Sweetheart, lying near St. Paul elevator A, will be towed to Smith's elevator to load. The schooner Pathfinder, chartered more than two weeks ago, will not reach the elevator for some days yet, as she lies near Wolf & Davidson's main yard, where the ice is very heavy.

The 1,500 foot pier of H. C. Porth, of this city, at Rowley's Bay, is in danger of being carried away by ice, which is very heavy, should a southerly or southeasterly wind prevail at the time of the break-up.

Captain John R. Doak, well-known at this port, died at Ahnapee last week, and the remains were interred at Depere.

CHICAGO.

Special to the Marine Record.

Following are the latest vessel transfers.

The propeller Buckeye was sold on Saturday by United States Marshal to William A. Fuller and V. A. Watkins for $11,800. Schooner Adriatic, Hans Stolley to August Johnson, one-half, $325. Propeller Albert Soper; Howard E. Perry to the Soper Lumber Company, three-fortieths, $2,250. Schooner City of Chicago, John Isbister to James L. Higgie, one-eighth, $1,000. Schooner F. C. Danforth, Edward Comerford to James L. Higgie, one-forth. $2,000. Schooner F. L. Danforth, James L. Higgie to John Isbister, $1,785. Schooner Harriet Ross, Samuel Marshall to W. H. Horn whole, $2,500. Schooner Moselle, William Lane to Thomas and Brice A. Miller, whole, $4,800.

Captain George Franklin will go to Oswego to look after the interests of the Boston Marine Insurance Company at that point. On Saturday next Georgie L. McCurdy goes to Buffalo on a similar mission. He will meet representatives of other companies and something about insurance rates may be done.

Captain John Fitzgerald, the Milwaukee shipbuilder and vessel owner, was in the city recently looking after his interests.

Mr. Aaron Leopold, who has for years stood at the head of the firm of Leopold & Austrian, owners and managers of the Lake Michigan and Lake Superior Steamboat Line, has sold his interest in the line to Samuel F. Leopold and Joseph Austrian and will withdraw from his connection with the management.

During January all vessels chartered to load grain were paid at the rate of 4½ cents per bushel on wheat and flaxseed, and 4 cents for corn to Buffalo. One schooner was chartered to carry a cargo of corn to Kingston on a 7 cent rate. The more recent charters, however, have been made at figures considerably below these. The railroad companies are preparing for their regular spring onslaught on the grain stores in the elevators by bringing their big cars to Chicago and keeping them here until the vessels get ready to move.

Some iron ore charters between Escanaba and Lake Erie ports have been made at rates considerably below the opening rates of last season. Captain Ira Owen has contracted to carry 100,000 tons of ore at 95 cents per ton, and nearly all other contracts made so far are on the same basis.

RIVER NAVIGATION NOTES.

Special Correspondence Marine Record:

ST. LOUIS, March 2.

No change from last week in navigation notes, save perhaps a slightly milder atmosphere. The river in front of the city is open, but closed both above and below here, hence we may say that navigation is virtually closed at this port. There are one or two boats at our wharf with loads already on them waiting for an opportunity to turn loose. News has just reached this city that Mr. John M. Courson, a well known engineer from this port and a member of the association was lying in Pittsburg helpless from the effect of burns received while at work on a building. Mr. Courson speaks in glowing terms of the treatment received at the hands of the members of No. 30 of Pittsburg.

The rafting season, will open here about April 1st, which will be somewhat later than last season. J. H. H.

FOR SALE.

Marine Boiler.

A marine boiler for sale; size 5 feet by 10 long, in good condition and allowed 90 pounds of steam. It has three large flues and 54 small ones. For particulars inquire at CHICAGO STEAM BOILER WORKS, on Michigan street between Wells and Franklin, or of JOHN ANDERSON,
134 North Center ave., Chicago, Ill.

HISTORY OF LAKE NAVIGATION.

Written for the Marine Record:

BY J. W. HALL.

CHAPTER V.

On the 8th of January, 1679, the pilot and crew, while waiting for a favorable breeze, left the vessel at anchor to sleep on shore. The wind arose so suddenly that they were unable to embark. The vessel dragged her anchor, struck on a rock and became a total wreck. This must have been at or near what is now known as Thirty-mile Point, being that distance east of Fort Niagara. By this misfortune a large amount of material designed for the construction of the Griffon, including several bark canoes, was lost. Nothing was saved but the anchors and cables. To replace the loss much valuable time would now be required in transporting provisions and supplies for the use of the men employed in the work.

LaSalle and Tonty reached the mouth of the Niagara on the evening after they had left the vessel. The Indians residing on the western side of the river, answering their summons, ferried them over to the village in their wooden canoes, and hospitably received them into their cabins. Nothing could be had for their refreshment but the usual Indian diet of white fish and corn soup. This seemed to Tonty's palate barbarous and unsavory. Nevertheless, hunger compelled him to partake of it, without the relish of bread, wine, pepper or salt. Such was the rough life of the French explorer, subsisting on game, fish and Indian corn, and inadequately protected from the weather by rudely constructed cabins of bark.

At midnight the restless LaSalle set out by moonlight, with Tonty, expecting to join LaMotte in his cabin at the foot of the Mountain Ridge. They found he was still absent with Hennepin, on their embassy to the Senecas. Leaving Tonty to await his return, LaSalle proceeded, the next day, further up the river, in search of a site above the Falls convenient for building the projected vessel. Having found one, he transferred to the location some of his men, for the purpose of constructing a dock and beginning the work. Returning to Niagara, he waited impatiently for the arrival of LaMotte and Hennepin. News reached him, while there, of the loss of his vessel on Lake Ontario, and he repaired at once to the wreck, in order to rescue what might be useful in the construction of the new bark.

On the 22d of January LaSalle, Hennepin and Tonty repaired to the site which the former had chosen for the dock. On his way there LaSalle turned aside to view the great cataract, the first engraved view and detailed description of which are given by his companion, Hennepin, in his "New Discovery." LaSalle had passed within fifteen miles of it ten years before, as he was coasting by canoe, along the southerly shore of Lake Ontario, but this was his first visit.

Tonty was now given the command of the working party. A place was cleared for the stocks. The woods resounded with the strokes of the axe, that pioneer of civilization. Oaks were felled and converted into plank, and their branches fashioned into ribs and knees, to conform to a shapely model. On the 26th the keel was laid, and everything being ready, LaSalle sent the carpenter to invite Hennepin to strike the first blow for the commerce of the lakes. The modesty of the good father for once overcame his ambition, and he declined the proffered honor. LaSalle then promised ten louis d'or, to encourage the carpenter to hasten the work. It now became necessary for LaSalle to return to Fort Frontenac, to obtain supplies for his proposed ship, and to appease the clamors of his importunate creditors. It was about the first of February and the snow still lay deep in the leafless woods. His bark had been wrecked, and the lake was too treacherous for a wintry voyage by canoe or brigantine. Nothing, however, could repress his untiring energy. Setting out on snow shoes, with only two men for his companions, and a dog to draw his baggage, he traversed the frozen route of over eighty leagues, to Fort Frontenac. He took no provisions with him but a bag of parched corn, and even that failed him before he reached his destination. Hennepin and Tonty accompanied him as far as Niagara. While there, LaSalle traced a fort, which, after the prince of that name, he called Fort Conty. In order to deceive the Senecas, he pretended it was for a building he had promised them for the blacksmith. La Motte lost no time in commencing a house on the site, and fortifying it with palisades, for the protection of the party and the storage of their supplies. Thus were laid the foundations of that renowned fortress, over which, after passing successively under French and English control, now floats the standard of the American Republic. After LaSalle's departure Tonty and Hennepin returned to their duties at the shipyard. Two bark cabins, including a chapel for the special use of Hennepin, were built, with the aid of the Indians. Divine worship was regularly observed, and on Sundays and fete days the sombre woods were vocal with the Gregorian chants sung by the devout Franciscans. Fortunately they were not interrupted by the Senecas, most of their warriors being absent on an expedition beyond Lake Erie. The few that remained were less insolent, through their weakness. However, they often visited the camp and exhibited dissatisfaction at the progress of the work. One of them, feigning intoxication, attempted to kill LaForge, the blacksmith, who vigorously repulsed him with a hissing bar of red hot iron. This, added to a reprimand from Hennepin, caused him to desist. The timely warning of a squaw, holding friendly relations with one of the workmen, prevented the destruction of the vessel, the Senecas having planned to burn it on the stocks. Only the strictest vigilance saved it from the torch. So great was Tonty's fear that an attack would be made upon the camp that he sent La Motte on a second visit to the Seneca village, to avert the design. He was not only successful in his mission, but secured, at the same time, much needed supplies of corn for Fort Frontenac, and for the party at work on the Griffon.

CHAPTER VI.

While La Motte was absent on his mission Tonty repaired to Niagara and launched the brigantine, in order to save what he could from the unfortunate wreck. But a storm arose, and the wind and ice forced him to come to anchor. The cable parted, and, after encountering great peril and fatigue, he succeeded in reaching the mouth of the Niagara river, without accomplishing his object. After the storm had subsided he embarked by canoe, to regain his lost anchor, and met La Motte on his return from the Senecas. Leaving the latter to fish up the anchor, Tonty returned to the dock. The frequent alarms which they had experienced, the fear that provisions would fail them, by reason of the loss of their bark, and the refusal of the Senecas to sell them supplies, greatly discouraged the carpenters. They were otherwise demoralized by the attempted desertion of one of their number to the Dutch, in New York. Hennepin assumes the credit of allaying these fears and of stimulating the men to greater diligence, by his timely exhortations on Sundays and festivals and assurances that their work would redound to the glory of God and the welfare of the Christian colonies. He made frequent trips to Niagara, carrying his portable chapel strapped to his shoulders, equally ready to discharge the functions of his holy calling, or to aid in the temporal work which LaSalle had undertaken. The Senecas called him Hochitagon, signifying barefeet, in allusion to the custom of his order in wearing sandals. Two Indians, employed as hunters, supplied the party with venison and other game. The work went on and the winter wore away without remarkable incident. Spring succeeded, and in the month of May the vessel was nearly ready for launching. Its formidable hull looming up in the stocks continued to excite the jealousy of the Senecas, and they again threatened to burn it. Fearing this, it was deemed advisable to launch it at once. This was done with due formalities. A blessing was invoked to the usage of the Roman church, a salute was fired, the *Te Deum* chanted, and the vessel safely floated in the Cayuga channel of the Niagara.

She was named "Le Griffon" in compliment to Count Frontenac, on whose escutcheon two winged griffons were emblazoned as supporters. The Frenchmen cheered as the vessel entered the stream and swung securely at her anchor. A party of stoical Iroquois, who were returning from the chase, could not repress their astonishment at the unusual spectacle. The skill of the Frenchman, able to build such a moving fort in so short a time, excited their admiration, and they called them *Ot-kon*, signifying, according to Hennepin, penetrating mind. The Senecas willingly joined in celebrating the launch, freely partaking of the brandy, which was liberally distributed on the joyful occasion. The overworked Frenchmen, released from their toil and relieved from their painful vigils, gladly exchanged their cheerless quarters on land for the deck of the Griffon, where they swung their hammocks, secure for the first time, from the jealous owners of the soil.

While these events were transpiring under the supervision of Tonty, LaSalle, whose duties detained him at Fort Frontenac, was harrassed by his creditors, clamorous for the payment of their dues. All his effects at Montreal and Quebec were attached, even to the bed of his secretary, notwithstanding his interest in Fort Frontenac alone was ample security for all his debts, without relying upon returns from his western venture. These hostile proceedings originated, in part, from jealousy of the man. They did not, however, modify his purpose, but stimulated him to prosecute his enterprise, regardless of the machinations of his enemies.

[*Continued next week.*]

LIFE AT SEA.

Special Correspondence of the Marine Record.

NEW YORK, March 2.

Having had an experience of sea life, both before the mast and abaft it, a few words upon the subject might not be uninteresting to the sons of your lake-faring communities. That a sailor's life is a hard one, no one who has been to sea in a merchantman will gainsay. He never has more than four hours' sleep at a time, and very often his watch below in the afternoon is taken from him by a cruel master, in order to get that much more work out of him. He is often wearied to exhaustion by constant labor at the pumps, or in reefing and furling sails in heavy weather. A ship is a very narrow field of existence, and, although it may often be the scene of protracted activity, it has none of the varied and profitable bustle of life that is met with even in the humblest surroundings on land. The work is laborious and the food is generally poor, and though there are miles of water around him, the sailor often suffers from the severest pangs of thirst, because the owners of the ship have been too mean and falsely economical to put a fresh water condenser on board.

Yet, notwithstanding all this, it is a notorious fact that when a youth has once become identified with the sea, he rarely leaves it until the waves claim him as their own. It is a constant search for the unattainable, and the highest reward a navigator can expect to attain is to become some day the captain of an Atlantic steamer, although the recompense for such an honored position is less than what many a confidential clerk ashore gets.

The unique fascination of the ocean leads many a restless spirit to seek it for excitement which he never fully realizes or enjoys. Perhaps the one thing above all others which tends to send a thrill of life down to the sailor's heel is that operation known as "bouting ship." In beating into harbor after a long passage every man aboard seems possessed of new hopes and aspirations, particularly if a strong breeze is blowing which enables her to bowl off ten knots an hour. No sooner has the skipper sung out "Stations!" than every man is at his post, waiting with upstretched hands for the welcome "Main topsail, haul!" The ship, which had, up to this time, presented an orderly appearance, now looks like a junk shop. The hauling and bawling of the sailors on the braces, and the voices of the skipper and second mate to belay that, belay all, all tend to put life and energy into the heretofore lifeless portion of her floating community. After the yards are all jammed sharp up and splitting the difference (wind) between a fair wind and a foul one, all hands tail on to the main tack and board in the sheet with a song. When the fore sheet is hauled flat aft by all hands, aided by the doctor (cook), and a "shanty," the order "That'll do, the watch," comes from the officer in charge of the deck. The watch on deck now put the tacks and sheets in beckets and coil the running gear down on deck all ready for tacking ship again. This operation is one of the excitements, and I might even say pleasures, of a sailor's life. But, notwithstanding the enjoyment he may feel in this part of his calling, yet there are times when his pleasure becomes a pain, as for instance, beating into an Atlantic coast harbor in the dead of winter, amid frost and snow, after coming from the warm Gulf stream, where a cotton shirt was sufficient covering for comfort. Not only does he suffer from the burning heat of a tropical sun, amid calms and doldrums, but also from the fierce and icy blasts of a frigid zone.

The humblest home ashore may be more comfortable, and even luxurious, than the costliest fitted ship at sea. Therefore I conclude that life at home is preferrable to life abroad on the ocean. G. FOSTER HOWELL.

A PERISHING SAILOR RESCUED BY A BIRD.

In the cabin of a bark lying at Mission street wharf is a large glass case containing the stuffed body of a large white owl. It is a beautiful specimen of its species, and is the property of the master of the bark, Captain Edmunds. It is fully two feet in height and its snowy breast is fully nine inches across. "Three years ago," said the captain, "I was in command of a schooner owned by the Hudson Bay Fur Company, plying between Ungara Bay and other points along Hudson Straits and New Foundland and Halifax. One day I started on snow shoes from the schooner to a trading post, but as a terrible storm came on I sought to return. I lost my bearings and wandered aimlessly about, hallooing and yelling, but I had small hopes of being heard. Hours passed in this way, and it became pitch dark. Benumbed and exhausted, I at last fell down in the snow and gave up all hope of ever seeing my schooner again. As with people freezing, I became semi-conscious and my extreme cold gave way to a prickly heat, which I knew was preliminary to death.

"Suddenly I heard one of the most unearthly noises near me. It raised me like an electric shock, and I listened. A mournful 'hoo! hoo!' at my feet caused me to stagger and look. I heard a flutter and then I saw something white in the darkness. My fears increased. I thought it must be a spook. The fluttering was repeated and the object came nearer, and then I saw my mistake. It was a white owl, out in the storm with myself. Then I recalled the old Esquimaux superstition that a white owl always appeared when one was in distress, and that if followed, the owl would conduct one to a place of safety. I approached the owl and it receded. I staggered ahead and it still went before me, but never got out of sight. I don't know how far I followed the bird, which at intervals emitted its mournful 'hoo, hoo,' as though to encourage me. Thinking I must be near my ship I hallooed with all my feeble might, and was rejoiced to hear a response. Soon, through the falling snow, I saw a lantern and I knew that I was saved. The owl seemed loth to leave me, and I threw him the remains of my provisions, which it devoured greedily. It was not long before I was once more on the schooner, and now you know why I think so much of this owl, as it is the one that saved my life."

"But how did you get it?" asked the reporter.

"That is the queer part of it," resumed the captain; "In the morning the owl was seen flapping around in the snow and one of the men secured it without trouble. It died soon after it was brought aboard. I concluded that in its hungry condition it had gorged itself with the food I threw it, and its death was the result. Being somewhat of a taxidermist, I stuffed it myself, and money couldn't buy it now, although I have been offered $250 for it.—*San Francisco Call.*

STEAMBOAT OWNERS' DEMANDS.

A deputation of vessel owners from various ports of the Province of Ontario waited upon the minister of marine and fisheries, requesting that the clauses in the steamboat act requiring vessels and steamers to carry fog horns be expunged; that the provision requiring that only certified mates shall be carried on small passenger steamers be modified; that an additional grade of assistant steamboat engineers be formed, and that any future legislation which may be contemplated by the government should be submitted to the consideration of the Steamboat Owners' Associations of Ontario, before becoming law. Mr. McLelan promised to take the representations of the deputation into consideration. The deputation afterwards waited on the Premier and presented their objections to Mr. Allen's bill which provides that a lien can be established direct on any vessel for supplies furnished. Sir John Macdonald heard the views of the deputation and appeared to favor the representations made.—*Kingston News.*

A seine fisherman on the Maumee river named DeMay brought suit against D. T. Howell, fish dealer of Toledo, to compel him to pay for an entire season's fishing two years since, because he had been notified that seine fishing was prohibited by the fishing law that had just gone into effect, and warned against fishing. He obeyed the notice and did not fish, but desired to compel Mr. Howell to pay for the season. The jury brought in a verdict in favor of Howell of $250.77.

In charging the jury, Judge Lemmon sustained the existing fish law, declared it to be constitutional and that its provisions forbade all seine fishing in the Maumee or other rivers of Ohio, or the purchasing of any fish so caught. Under this ruling the fish commissioners of Ohio have a plain duty before them. It is their duty to enforce the law.